Table 22. PAD District 5 - Year-to-Date Supply, Disposition, and Ending Stocks of Crude Oil and Petroleum Products, January-February 2015 (Thousand Barrels)

Commodity	Supply						Disposition				
	Field Production	Renewable Fuels and Oxygenate Plant Net Production	Refinery and Blender Net Production	Imports (PADD of Entry) ¹	Net Receipts ²	Adjust- ments ³	Stock Change ⁴	Refinery and Blender Net Inputs	Exports	Products Supplied ⁵	Ending Stocks
Crude Oil	66,276			62,441	12,340	719	5,131	136,644	1	0	54,397
Natural Gas Plant Liquids and Liquefied											
Refinery Gases		-25	1,017	225	_		-2,037	5,357	1,616	309	3,042
Pentanes Plus	1,855	-25		_	_		-19	1,550	176	123	55
Liquefied Petroleum Gases	2,173		1,017	225	_		-2,018	3,807	1,440	186	2,987
Ethane/Ethylene	6		_	_	_		_	_	_	6	_
Propane/Propylene	739		2,389	225	-		-1,090	_	833	3,610	1,104
Normal Butane/Butylene	790		-1,604	-	_		-1,088	2,479	597	-2,802	1,244
Isobutane/Isobutylene	638		232	-	-		160	1,328	9	-627	639
Other Liquids Hydrogen/Oxygenates/Renewables/		1,387		5,105	18,282	2,179	1,730	24,966	756	-499	52,098
Other Hydrocarbons		1,387		422	8,809	1,892	630	11,763	116	0	3,514
Hydrogen				_	_	2,267		2,267	_	0	
Oxygenates (excluding Fuel Ethanol)		_		-	_	3	_	_	3	0	_
Renewable Fuels (including Fuel Ethanol)		1,387		422	8,809	-378	630	9,496	114	0	3,514
Fuel Ethanol		1,109		-	8,237	-74	473	8,729	70	0	2,702
Renewable Fuels Except Fuel Ethanol		278		422	572	-304	157	767	44	0	812
Other Hydrocarbons				_	-	-	-	_	_	-	_
Unfinished Oils				4,044	_		4,122	168	253	-499	20,733
Motor Gasoline Blend.Comp. (MGBC)		_		639	9,473	287	-3,022	13,035	386	0	27,851
Reformulated		_		_	4,574	-150	-2,477	6,901	0	0	13,304
Conventional		_		639	4,899	437	-545	6,134	386	0	14,547
Aviation Gasoline Blend. Comp				-	_		-	_	-	-	_
Finished Petroleum Products		_	175,527	6,305	2,886	83	474		21,869	162,458	36,161
Finished Motor Gasoline		_	91,937	84	722	-213	-222		3,000	89,752	2,524
Reformulated		_	62,773	-	, , , ,	40	3		0,000	62,810	15
Conventional		_	29,164	84	722	-254	-225		3,000	26,941	2,509
Finished Aviation Gasoline			93	04	122	-254	37		3,000	56	2,309
Kerosene-Type Jet Fuel			25,280	1,492	676		854		1,551	25,043	9,577
Kerosene			30	1,432	070		-42		1,331	-92	71
Distillate Fuel Oil			33,508	1,838	1.740	296	-570		7,271	30,681	14,314
15 ppm sulfur and under ⁶			31,675	772	1,740	296	-278		4,536	30,225	13,189
					1,740	290					
Greater than 15 ppm to 500 ppm sulfur ⁶ Greater than 500 ppm sulfur			441 1,392	1,063	_		-123 -169		1,580 1,155	-1,013 1,469	297 828
Besidual Fuel Oil ⁷				2,320	_						
Residual Fuel Oil ⁷			6,481		_		150		2,227	6,424	4,886
Less than 0.31 percent sulfur			74	65	_		205		NA	NA	508
0.31 to 1.00 percent sulfur			1,294	80	_		-50		NA	NA NA	633
Greater than 1.00 percent sulfur			5,113	2,175	_		-5		NA	NA 121	3,739
Petrochemical Feedstocks			11	119 119	_		-1		_	131	1
Naphtha for Petro. Feed. Use			11	119	_		-1		_	131	1
Other Oils for Petro. Feed. Use			71	_	_		- -1		_	72	-
Special Naphthas				68	-252				510	549	55 1,118
Lubricants			1,130	58	-252		-113 -		510 9	49	1,118
Waxes Potroloum Coko			8,419	56	_		185				1 700
Petroleum Coke			6,602	56	_		185		7,030 7,030	1,260 -557	1,736 1,736
Marketable			,		_						
Catalyst			1,817	270			 193		 105	1,817	1 522
Asphalt and Road Oil			1,132		_					1,104	1,532
Still Gas Miscellaneous Products			6,643 792				 4		 2	6,643 786	 72
IVIISCEIIGI IECUS F ICUUCIS			/92	_	_		4			700	12
Total	70,304	1,362	176,544	74,076	33,508	2,981	5,298	166,967	24,241	162,268	145,698

⁼ Not Applicable.

⁼ No Data Reported.

⁼ Not Available.

¹ Represents the PAD District in which the material entered the United States and not necessarily where the crude oil or product is processed and/or consumed.

² Includes implied net receipts for fuel ethanol and oxygenates (excluding fuel ethanol). Implied net receipts are calculated as the sum of stock change, refinery and blender net inputs, and exports minus the sum of Renewable Fuels and Oxygenate Plant Net Production, Imports, and Adjustments. Includes crude oil receipts by rail.

3 Includes an adjustment for crude oil, previously referred to as 'Unaccounted For Crude Oil.' Also included is an adjustment for motor gasoline blending components, fuel ethanol,

and distillate fuel oil. See Appendix B, Note 2C for a detailed explanation of these adjustments.

A negative number indicates a decrease in stocks and a positive number indicates an increase in stocks.

⁵ Product supplied is equal to field production, plus renewable fuels and oxygenate plant net production, plus refinery and blender net production, plus imports, plus net receipts, plus adjustments, minus stock change, minus refinery and blender net inputs, minus exports.

6 Exporte of distillate final adjustments.

Exports of distillate fuel oil with sulfur greater than 15 ppm to 500 ppm may include distillate fuel oil with sulfur content 15 ppm and under due to product detail limitations in the exports data received from the U.S. Census Bureau.

Total residual fuel oil ending stocks and stock change include stocks held at pipelines. Residual fuel oil ending stocks and stock change by sulfur content exclude pipeline stocks. Therefore, the sum of residual fuel oil ending stocks and stock change by sulfur content may not equal total residual fuel oil ending stocks and stock change. Notes: Totals may not equal sum of components due to independent rounding. Domestic crude oil field production are estimates.

Sources: Energy Information Administration (EIA) Forms EIA-22M "Monthly Biodiesel Production Survey", Forms EIA-810, "Monthly Refinery Report," EIA-812, "Monthly Product Pipeline Report," EIA-813, "Monthly Crude Oil Report," EIA-914, "Monthly Imports Report," EIA-815, "Monthly Bulk Terminal and Blender Report," EIA-916, "Monthly Natural Gas Liquids Report," EIA-817, "Monthly Tanker and Barge Movements Report," and EIA-819, "Monthly Oxygenate Report." Domestic crude oil field production estimates based on historical statistics from State conservation agencies and the Minerals Management Service of the U.S. Department of Interior. Export data from the U.S. Census Bureau. Rail net receipts estimates based on EIA analysis of data from the Surface Transportation Board and other information.